

CROWDS LOULYLY THE YACHTS IN. THE EVENING TELEGRAM RACE

Eagerly Watch the Miniature Sea on Which the Contest Is Held.

HERALD SQUARE IS TAXED

Not Room Enough for Men, Women and Children Who Wanted to See.

Herald square had a yacht race yesterday afternoon that was eclipsed only by that on the waters outside Sandy Hook. On a miniature blue sea of canvas two little yachts were manipulated so that every important stage of the race between the contending ninety-footers could be followed with accuracy by the watching thousands. Every important change in position was at once known to the watchers, for wireless telegraphic bulletins were received all day long by the Evening Telegram.

Almost simultaneously with the shifting of the tiny boats was the placing of placards on large bulletin boards, telling just where the Reliance and the Shamrock III. were at the time.

That the Irish boat is not a favorite among New Yorkers was evident when the tiny Shamrock was run ahead of the Reliance. For a time the crowds seemed to swindle, but before long the yacht with the bronze underbody crept along and along until it was even with the little craft, distinguished by its green stripe and Shamrock flag. Cheer after cheer went up, and when the Reliance passed the challenger, the street urchin and the man of business, who had paused to witness the novel race, vied with each other in proclaiming that the American boat had their best wishes.

When the nearby offices sent out their hundreds at lunch time the Reliance could not hold the crowds that flocked around the canvas course. Reserves were sent from the West Wall street police station, and soon thirty-five bluecoats were doing their best to prevent enthusiastic men, women and children from crowding in the street car tracks.

As the afternoon wore on and the Reliance drew away from her opponent in



PANORAMA OF CROWDS WATCHING THE TELEGRAPH YACHT RACE DURING THE RACE

stead of growing listless the crowds warmed more and more. On the tops of low buildings opposite chairs were placed, and there favored ones watched the little yachts. Motormen had the excuse to make to their inspectors that the streets were crowded, and that schedule time could not be made, but more than one allowed his car to creep slowly from Third to Fifth to Thirty-sixth street, so that he might be fully informed.

Bulletins stating that the Reliance was leading by a quarter of a mile, then a half, three-quarters, a mile and two miles met with universal approval, and never was there a more agreeable crowd. Even the detaining band of a policeman as a car passed was not thrust aside, and the newsboys forgot to cry their wares.

On every hand one heard the comment that the reproduction of the race in miniature was a "hit," and throughout the crowd could be heard the remark, "I'll be here again."

RACERS ANCHORED INSIDE THE HOOK

First of the fleet of steam yachts to make the Horseshoe their anchorage, the Erin came in by the Hook at six minutes past five. The Erin was closely followed by C. W. Harkness' steam yacht the Peerless, and the Alita of the Atlantic Yacht Club, with John A. Flagler, her owner, on board.

The Lady Godiva anchored at her berth of the previous night, and far away was the auxiliary schooner Monica, of Oswego, N. Y., George McK. Brown owner.

It was not until twelve minutes past six that the bulky hull of the Cruiser, the Lipton tug, appeared rounding the point of the Hook with the Shamrock III. in tow. By this time the guests of Sir Thomas had departed on the steamboat William Thatch, and the challenger went silently to her green painted mooring. In less than ten minutes more the canvas of the British boat and the crew were away for their deferred meal.

Thirty-eight minutes later the Reliance came in tow of the tugboat Guiding Star, which has evidently been chosen because of the symbolic sentiment expressed in her name. The delay in the arrival of the cup defender was caused by a run to the lightship to pick up the whaleboat which had been left there before the start.

Moving the Reliance took as little time as it did her adversary, and scurrying launches carried away guests and crew to their respective quarters.

When the bugle sounded at eight for dinner on the Erin, throughout the fleet the hundreds of yacht owners, guests and the crews were seated at their respective tables. At ten, except for the glint of light from the boat and cabin windows, the fleet lay in silence, and before midnight might but riding lights were burning except upon the Erin.

Anchored in the bay, besides the yachts mentioned, were the steam yacht Mohican, Gunhilda, W. H. Harkness owner, and Trivia, and the sloop yachts Gracie, Minerva and Queen Mab.

MR. HITCHECOCK EXPOSES "GRAFT" IN SECRETARY SHAW

Secretary Asserts Men in Oklahoma Cared More for "Graft" Than for Anything Else.

ACCUSES THE CONTRACTORS

Declares Alleged Charges Made Against Him Are "Absolutely Untrue."

HERALD BUREAU.
No. 74 FIFTH AVENUE, N. Y.,
WASHINGTON, D. C., Thursday.
Secretary Hitchcock denies the published story that serious charges against him have been made to President Roosevelt. The charges, which were said to be signed by the Mayor of an Oklahoma town, were that Mr. Hitchcock had caused \$20,000 derived from the sale of public lands in Lawton, Oklahoma, and Hobart, O. T., to be deposited with St. Louis financial companies in which his friends were interested, and had refused to allow this money to be expended for public improvements.

"These charges are absolutely false," said Secretary Hitchcock to-day. "The money in question has been in the United States Sub-Treasury at St. Louis ever since it was collected."

"The reason that the Department has disapproved certain contracts for public improvements in Oklahoma is because the contractors were doing bad work and were not entitled to pay. One contractor had the country when we began to investigate his work."

"Agents of the Department are going through Oklahoma planning the public improvements needed, and these will be always made where there is a need. The expenditures will be properly conducted."

"I don't know whether any charges against me have been made to the President, if they have, I have never been told of them."

"In the towns in question," said Secretary Hitchcock, "it became evident that 'graft' rather than the benefit of the country was sought by most of the bladders. As an instance, I might cite one case where a member of Congress received an offer of \$500 from the influence of the member in getting his bid accepted. Metaphorically speaking, the member of Congress threw this bid."

"On investigation I found that specifications had been prepared for a water supply where there was no adequate water supply. In other instances it was proposed to erect bridges in the meantime there is, of course, indignation among the 'grafters' I have turned down."

"The charges contained in the report of a Mr. Brosius, special agent of the Indian Rights Association, strikes me as such an extraordinary proceeding to have made public this report before I have had an opportunity to see it. I have to-day written to President Roosevelt, of the association named, to ascertain if such publication was with his full knowledge and consent."

"In the meantime, I can only say that many of the charges contained in the report came to me from the same source. I am, and with a view to securing full justice to the Indian, I instituted an investigation and personally made a trip to the territory concerned."

"In some instances I found opportunities for making improvements. I found that the allegations that the Indians were about to receive far from adequate compensation for what are known as Indian lands was correct. I then cancelled the regulations in existence and issued a new form, one of the chief provisions of which required that all lands to be sold must be publicly posted for a specified time in advance."

"Meanwhile I gave instructions that no deed should be confirmed by the department, and these instructions were carried out. The benefit of this reform becomes immediately apparent when I tell you that we are now receiving from the same source for the same lands bids varying from \$5 to \$150 per acre in advance of the prices previously offered."

"With regard to the allegations that members of the Dawes Commission were interested in companies whose sole profit must be made at the expense of the Indians, Secretary Hitchcock said these charges were exceedingly grave. 'These charges will, of course, be brought to their attention,' he added."

HERALD BUREAU.

Byron S. Catlin, Aged Eighty, His Wife, Aged Sixty-Seven, Reconciled by Their Children.

[SPECIAL DESPATCH TO THE HERALD.]

WINSTED, Conn., Thursday.—Announcement was made at the home of the prospective bride and bridegroom yesterday that Byron S. Catlin, eighty years old, and Mrs. Margaret A. Catlin, sixty-seven years old, live in Berkshire county, and who were divorced a few years ago, had become reconciled and will marry next month.

The wedding will take place at the home of one of their two children living in Pittsfield, both of whom were instrumental in reconciling their parents.

DIES SEEKING AID FOR GOULD'S SAVER

Charles E. Taylor, of Denver, Succumbs While on Errand of Mercy for Old Ranchman.

HE RESCUED EDWIN GOULD

Wealthy Man When Young, Lost in Snow Storm, Carried to Safety by Man Discovering Him.

Colonel Charles E. Taylor, whose name is carved in the corner stone of the Mining Exchange Building, in Denver, as its founder and first president, died of hemorrhage of the stomach in the Hudson Street Hospital yesterday morning.

When he came here ten days ago his chief mission was to find George Gould and appeal to him to help an old ranchman of Colorado who saved Mr. Gould's life years ago. When Mr. Gould was eighteen years old he lost his way in the mountains and was carried on the back of the ranchman for several miles through a blinding blizzard.

The old man was not long ago found starving in his cabin, and Colonel Taylor had intended to call upon Mr. Gould yesterday afternoon and ask him to do something for his former rescuer.

He was fifty-four years old and had led an eventful life. In 1882 he was a member of the tobacco firm of Squires, Taylor & Co., in this city, but went to Denver to interest himself in mining matters. He organized the Denver Mining Exchange and erected a magnificent building. About the same time he built a fine mansion on Capitol Hill, Denver, when suddenly reverses came to him, he lost heavily, he was forced to leave the city, and he went to the Klondike, where ill fortune still followed him.

RECOGNIZED BY FRIEND.
When he died Colonel Taylor was in the hospital yesterday the police searched his effects and found in his pockets a letter from George Gould, the famous financier, in which Mr. Gould was sent for and at once recognized the dead man as his old friend. Mr. Nash said that he had been told that Gould was in New York to operate an oil claim in Colorado. He notified his friends in Denver and took charge of the funeral.

According to Mr. Nash, Colonel Taylor had been suffering for years with liver and stomach trouble.

"Colonel Taylor was a man of quick sympathies," said Mr. Nash. "One of the things he expected to accomplish during his visit East was the relief of an old ranchman, who years ago had saved the life of George Gould, the famous financier."

Mr. Gould at that time was about eighteen years old. The ranchman threw Mr. Gould on his back and tramped with him through several miles of snowstorm to his ranch, where he took care of the young man.

As a result of the exposure on that night the ranchman gradually lost the use of his limbs, and when Colonel Taylor last heard of him he was crawling about on his hands and knees.

The ranchman told Colonel Taylor that he had appealed to Mr. Gould for assistance, but that he had been told that Mr. Gould was in New York.

"I don't believe Gould got that letter," Colonel Taylor said to me the last thing he said before he died. "He was crawling about on his hands and knees, and he would try and see Mr. Gould. He leaves a widow, who was a Mrs. Carrie Wood, of Denver, and three daughters and three sons."

HERALD BUREAU.

THIRTY RESCUED IN ATLANTIC CITY SURF

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"JACK" GALLATIN SUED FOR DIVORCE

Mrs. Gallatin, Who Left Him a Month After Their Secret Wedding, Begins Action.

REFEREE IS APPOINTED.

Cause of Their Quarrel While on a Honeymoon in Switzerland Has Been Zealously Kept Secret.

Mrs. James Nicholson Gallatin, bride of a month in the city, when she quarrelled with her husband in a little village in Switzerland, where they had gone on their wedding trip, has begun action for absolute divorce, and yesterday Judge McCall, in the Supreme Court, appointed Thomas F. Donnelly as referee to take testimony.

This appointment was made by agreement between Messrs. Carter & Ledyard, who represented Mrs. Gallatin, and John Rose Deland, who acted for Mr. Gallatin.

Mr. Gallatin, it was said at his home, No. 66 West Forty-seventh street, was at East Hampton, L. I.

Mrs. David M. Cory, at the home of Dr. George Munroe, No. 43 East Thirty-third street, sent word that she was too ill to be seen. At the same time she admitted that suit had been begun and that it was for absolute divorce.

Mr. Deland is a Bar Harbor. At his office it was said that nothing could be said about the case. The same was said at the office of Carter & Ledyard, although it was asked about it by Messrs. Hayes, member of the firm, had the case in charge.

Mrs. Gallatin is Miss Pauline M. Cory was a social favorite and wealthy in her own right. Mr. Gallatin, familiarly known as "Jack," is a grandson of Albert Gallatin, once Secretary of the Treasury and founder of the Gallatin National Bank. He attended Columbia College, but did not graduate.

Eighteen months before he and Miss Cory were married their engagement was announced. The wedding took place in the agreement had been broken, and it was supposed that they would not marry.

But it is raining," protested Mrs. Cory. "That made no difference, the young people said, and they got into the machine and whirled to the city. They did not go far. At the Church of the Ascension, Tenth street and Fifth avenue, they called the Rev. Walter E. Child, pastor of the church, and were married. They then went back and informed Mrs. Cory of what they had done.

A few days later they sailed for Europe, and little more than a month had passed, when, almost coincident with the appearance of the story of their strange marriage, it became known that they had separated.

Mrs. Gallatin returned to her home, and soon afterward her young wife came back and with her mother went to live at the Park Avenue Hotel.

It is said that Mr. Gallatin made several efforts at reconciliation, but failed. What caused the quarrel and separation has been a matter of much speculation.

Mrs. Gallatin is an expert horsewoman and is interested in amateur theatricals. She has had to recede to a catarrh of the eye, and at one time, after the breaking of his engagement to Miss Cory had been made known, it was said that he had married Edna Wallace Hopper. Opposition to the union on the part of his mother prevented it taking place.

Mr. Gallatin is a member of St. Anthony's, the Lambs, Strollers and Fencers' clubs and the Seawanhaka-Corinthian Yacht Club.

HERALD BUREAU.

"PAUPER" WAS WORTH \$100,000

He Left His Wealth to a Hostler Who Had Taken Care of Him Four Years.

[SPECIAL DESPATCH TO THE HERALD.]

OMAHA, Neb., Thursday.—Because of his kindness in taking care of a supposed pauper named Keller for four years, John Kelley, a hostler in a livery stable here, was notified to-day that a draft for \$100,000 in cash was en route to him from Rock Island, Ill.

Although drawing slender wages himself, Kelley found means to care for Keller, who was aged, without a thought of reward. In June Keller died and the hostler notified Kelley's relatives in Rock Island. Kelley received yesterday notice from a lawyer, that place that Keller was worth \$100,000, which was in bank there and that in a will he left everything to Kelley. The draft will reach Kelley to-morrow.

It is said that Kelley was a member of St. Anthony's, the Lambs, Strollers and Fencers' clubs and the Seawanhaka-Corinthian Yacht Club.

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